
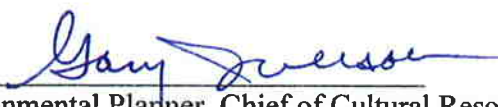


**ARCHAEOLOGICAL SURVEY REPORT
FOR THE
SR-34/118 INTERSECTION IMPROVEMENT PROJECT, PM 10.9/11.0,
VENTURA COUNTY, CALIFORNIA**

07-105961

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Approved by: Gary Iverson 
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February 2009

NADB data: Ventura County; Intersection Improvement Project; Moorpark, CA 7.5' USGS quadrangle; unsectioned; 49 acres;
Archaeological Survey Report; one prehistoric site; CA-VEN-631; no cultural material.

SUMMARY OF FINDINGS

An Archaeological Survey was conducted by California Department of Transportation (Caltrans) personnel within the Area of Potential Effects (APE) for the SR-34/118 Intersection Improvement project. The project, which occurs near Somis, entails various improvements to the intersection at Routes 34 and 118. The proposed construction will involve minimal excavation (<one meter deep). The APE for the proposed construction includes both sides of the highway and varies in width from 100 to 300 feet.

As indicated by a records search conducted at the South Central Coastal Information Center, one recorded archaeological site occurs near (or within) the APE. The site is described as containing grindstone artifacts and flakes. Due to past construction in the area, the site may have been damaged or destroyed within the APE.

It is Caltrans policy to avoid cultural resources whenever possible. If unanticipated buried cultural resources are encountered during any ground-disturbing activities, Caltrans policy mandates that work be halted in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project design changes to include any area not previously surveyed for cultural resources.

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INTRODUCTION

On January 11, 2009, Caltrans archaeologists Alex Kirkish and Kristin Fusello conducted an Archaeological Survey within the proposed project limits located along SR-34 and SR-118. The area investigated encompassed the entire Area of Potential Effects (APE) for the proposed highway improvement project which entails the upgrade of the existing intersection. The purpose of the investigation was to determine the presence or absence of surficial cultural material within the APE.

Appendix A contains report figures and graphics, Appendix B contains archaeological site record forms, and Appendix C contains Native American consultation information.

All members of the survey team were experienced field archaeologists:

Crew Member	Position	Caltrans PQS Level
Alex Kirkish, M.A.	Principal Investigator	PI, prehistoric archaeology; Co-PI, historic archaeology
Kristin Fusello	Crew	Archaeological crew member

PROJECT LOCATION AND DESCRIPTION

The California Department of Transportation (Caltrans) proposes to improve and upgrade the existing intersection at SR-34/118 in the community of Somis in Ventura County (Figure 1 and Figure 2). The existing intersection is a three-legged intersection with one through lane in an east-west direction and one short left-turn pocket on westbound SR-118 to southbound SR-34. The proposed work will include realigning Donlon Road from a dog-legged intersection on SR-118 to become the north leg of a four-way intersection to accommodate left-turn pockets in all four directions.

Six alternatives are currently being considered:

Alternative 1: The "No Build" Alternative

The no-build alternative proposes to maintain the existing conditions without any alterations.

Alternative 2: Proposed Project Alternative

The proposed project alternative will close the existing Donlon Road from SR-118 to La Cumbre Road. The new alignment of Donlon Road would begin at SR-118/34 intersection and run north along the west side of the creek up to the spillway of the Ventura County Flood Control District (VCFCD) retention basin. At this point, Donlon Road would cross over the spillway in a northeasterly direction with a bridge structure. The southbound (SB) lane for Donlon Road would have a mixed thru/left-turn/right-turn lane at the intersection with SR-118.

Alternative 3: Consultant Alternative

JR consulting Engineers, LLC, retained by the Save Our Somis community organization, proposed a smaller intersection design for the project. This design known as the Consultant Alternative would be similar to the Proposed Alternative with the following exceptions:

- Only one left-turn lane for the westbound direction for SR-118 lengthened to almost 350 feet.
- The east leg of SR-118 would have an eastbound auxiliary lane.
- No auxiliary lane for the southbound direction of SR-34.

Alternative 4: Roundabout Alternative

The Roundabout Alternative at the intersection of SR-118/34 would consist of a one-way, one-lane circulatory roadway in a counter-clock wise direction with a width of 24 feet. An additional structural pavement, eight feet in width, would abut the inner radius of the truck apron and delineate the central island. The roundabout would replace the existing signalized intersection.

Alternative 5: Somis Bypass Alternative

The local residents of the community of Somis presented the Somis Bypass Alternative. This alternative would attempt to alleviate the truck and commuter traffic going through the community by constructing a new two lane highway. The proposed roadway would start at the present Union Pacific railroad (UPRR) crossing at the east side of Somis, continue south parallel to the road alignment and connect to SR-34 at a point south of the town of Somis.

Alternative 6: Bridge Alternative

This Bridge Alternative is similar to the Proposed Project Alternative with the exception of Donlon Road. The new Donlon Road would be a straight alignment due north of the SR-118/34 intersection and would cross Coyote Creek via a bridge structure. Caltrans Division of Structures estimated a bridge structure of 156 feet.

The APE includes SR-34 and SR-118, as well as a 10 to 120 foot buffer on each side of the structures for construction purposes. The APE encompasses all areas associated with the proposed construction; however, the actual disrupted surface will be concentrated in the roadway itself, which is, for the most part, in a previously disturbed built environment. Maximum depth of the proposed excavation is 1 meter, but this will be within the elevated prism of the highway. The APE includes existing Caltrans right of way (ROW) and all proposed acquisitions on either side of the ROW. The APE was delineated in consultation with the Caltrans PQS (Alex Kirkish) and the Caltrans Project Manager (Reza Fateh).

SOURCES CONSULTED

Record searches covering a half-mile radius surrounding the project area were obtained from the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. Review of their holdings included listings of the National Register of Historic Places (NRHP), California Register of Historic Places (CRHP), California Historical Landmarks, and California Points of Historical Interest.

The record searches indicated that the study area had been partially surveyed and one cultural resource was recorded within the APE (Figure 2B, Figure 3-4, and Appendix B, Surveys within Project Area). The previously recorded site, CA-VEN-631, is described as follows:

“Mano. 2 mano frags, pestle frag., maul, scraper, mid-section of a blade. Representative sample of flaking material.”

A site update (by Chambers Group), completed in 10/5/2001, also states:

“...found 3 manos that had eroded out of a cut and onto the north side of the UPRR ROW. Two manos were whole and one was broken into two pieces and was scarred by plow marks.”

As part of their site update, limited testing was instituted to ascertain the presence/absence of subsurface cultural deposit and determine the horizontal extent of the site. Specifically, the purpose of the testing “...was to determine if intact deposits associated with VEN-631 exist along UPRR ROW within the proposed fiber optic alignment.”

Nine Shovel Test Pits (STPs) were excavated along the north side of the of the railroad tracks. The testing resulted in the finding of one prehistoric artifact, a chert flake. Ballast and other recent historic debris were found below the flake. In the remaining STPs bottle glass, metal objects, plastic and other intrusives were found to a depth of 70 cm. This disturbed layer was underlain by sterile sediment.

From this testing it was determined that the construction of the railroad likely “...removed that portion of the archaeological site within the UPRR ROW.

As based on ethnographic research conducted for the project, the Study Area was traditionally occupied by the Chumash. Early in the investigation, the most likely descendants (MLD) of the Chumash were contacted to elicit general concerns regarding the proposed project and to identify specific sites that may hold special concerns for them. Telephone calls were placed with messages left where possible. Contact was eventually made with Mr. Charlie Cooke and Mr. Pat Tumamait. It was their opinion that the project would have little effect on traditional (or archaeological) resources. Appendix C contains a log of consultations and results.

BACKGROUND

BIOTIC ENVIRONMENT

The project area is located within the Little Simi Valley in the eastern portion of Ventura County. Vegetation within the valley mainly consists of oaks, grasses, and various types of riparian species (Schoenherr 1992). Aboriginally, the area was abundant in natural resources such as acorns, large and small mammals, birds, and water. Chiefly due to these factors, the valley and surrounding hills were intensely utilized by Native American people. Currently the subject property lies in an agricultural area.

GEOMORPHOLOGY

Geologically, the Little Simi Valley is a structurally complex and sedimentologically diverse late Tertiary-Quaternary feature situated within the Transverse Ranges of southern California. Representing an interior drainage system, the valley has accumulated alluvial sediments from powerful streams emanating from nearby canyons. Throughout the Holocene, sediments primarily consisting of sand, gravel and other water borne deposits have accumulated in the basin. Soils within the project area are likely composed of these redeposited materials as well as fill material of unknown origin. Given the nature of these soils, it is possible that some cultural resources have become buried in the past.

ETHNOGRAPHY

The project is located in the ethnographic and historic territory inhabited by the Ventureño Chumash of the Hokan language stock (Grant 1978:505; Kroeber, 1925:522-568). The Inland adaptation of the Chumash included subsistence based on a variety of seeds, nuts, and vegetal products and the hunting of deer and other terrestrial mammals. Groups also traveled to the coast to trade for shellfish, fish and other maritime resources. The village of *Somis*, located near Arroyo Las Posas, was centrally tied to this exchange network and likely traded with adjacent villages and the Gabrielino to the south (McCawley 1996).

Aboriginal Chumash society went through devastating and irreversible changes during the colonization by the Spanish in the 18th and 19th centuries. Smallpox, measles, influenza, and other non-endemic diseases rapidly destroyed large segments of the population, leading to the abandonment of many villages and towns. Nevertheless, many Chumash survived, working first as laborers at the missions and later as *vaqueros* (cowboys) on ranches and farms.

More recently Chumash culture has experienced a revitalization which has resulted in a heightened consciousness of traditional values and concepts. This has led to a renewed

interest in archaeology and the prehistory of the Chumash culture area. In general, modern Chumash place a high value on cultural resources such as archaeological sites, especially historically identified villages, mortuary areas, and isolated burials, shrines and traditional natural resources and features.

PREHISTORY

The cultural prehistory of the Ventura County region spans at least 9000 years (Greenwood 1972:85-88), and is commonly divided into three periods reflecting, through time, changes in population size, settlement patterns, technological development, and social organization (Rogers 1927, Van Valkenburgh 1935, Wallace 1962, King 1982).

The initial period (ca. 9000-3500 B.P.), designated Early Period or Millingstone Horizon is characterized by small, egalitarian populations. Their economic focus was on the collecting and storage of various seeds and wild grains, supplemented by terrestrial hunting, fowling, shellfish collecting, and near-shore fishing.

Middle or Intermediate Period peoples (ca. 3500-1000 B.P.) retained but amplified the above economic pattern with the adoption of intensified hunting strategies. Middle Period sites along the coast seem to exemplify this shift by reflecting slow gains in population and an increasing reliance on fishing and marine mammal hunting.

Late Period populations (ca. 1000-1769 AD) further elaborated on this focus and developed a highly sophisticated, non-agricultural maritime adaptation. Known as the Chumash, these people lived in large and small villages along the coast and possessed, until the early 19th century, a nascent market economy based on trade and long distance exchange networks (King 1982).

HISTORY

The history of Ventura County can be broken down into four periods; Early Explorer Period, Spanish Mission Period, Mexican Ranch Period, and Anglo-American Period. The following is a brief summary of each period:

Early Explorer Period (1542-1769)

The first European to contact the Chumash was Juan Rodriguez Cabrillo who in 1542 sailed an exploratory expedition along coastal California. In October of that year, he anchored off the coast from a large Indian village located near the present day community of Carpinteria. Cabrillo remarked at the time that the Indians from this village had many canoes and that they came out to the ships to barter fish (Grant, 1964).

The next European contact was in December of 1602, when Sebastian Vizcaino cruised up the coast, exploring and map making. Vizcaino encountered many friendly natives and was impressed with their large towns and well constructed canoes.

Further explorations came in 1769 with the Gaspar de Portolá expedition. The expedition, which traveled overland from San Diego, encountered many large Indian villages while marching up the coastline. They remarked, as did the previous explorers, that the Native Americans in these villages were friendly and very generous (Bolton 1927).

Spanish Mission Period (1769-1822)

European culture was first extensively introduced to Ventura County by the Franciscan friars who under the sponsorship and administration of the Spanish monarchy founded the Mission San Buenaventura in 1782. In addition to programs focused on the conversion of aboriginal peoples to Christianity, the missionization process included, but was not limited to, establishment of cattle ranches, farms, building projects and other activities designed to consolidate and secure the western frontier of the Spanish empire. All such enterprises continued uninterrupted through Mexican Independence in 1822. Although by this time many Native Americans were completely acculturated, a substantial number of Indians retained traditional ways of life and did not interact with European society.

Mexican Ranch Period (1822-1846)

Increased secularization resulted from the Mexican Independence in 1822, which isolated California from the Spanish political capital. This situation led to increased cattle ranching by California-born descendants of pioneer settlers. Native Americans provided most of the labor for the ranchers. Most Chumash Indians lived in villages which were protected by the Mexican government to some extent from encroachment by owners of large cattle ranches.

Anglo-American Period (1846 to present)

The American conquest of Ventura County and its occupation by military forces during the California gold rush period heralded the beginning of the Anglo-American Period. The Cattle Ranching Phase (1846-1867) of this period resulted from the greatly intensified raising of cattle ensuing from demand for beef by the miners in the gold fields in northern California. This economic focus continued until after the Civil War, when southern immigrants arrived looking for new opportunities in the county. This led to displacement of Californios and Native Americans. Legislation during this post-Civil War phase eventually led to the creation of the Santa Ynez Indian Reservation in Santa Ynez Valley in 1901.

Throughout this period San Buenaventura remained a fairly small community. However, by the late 1860s the area became known for its oil reserves and speculation began in earnest during the last half of the 19th century through the early part of the 20th century.

Eventually, in 1916, oil companies and large concerns bought up the oilfields. At the peak of production, the Ventura Avenue Oilfield was producing 90,000 barrels a day. Although oil production stimulated growth, it was not until the construction of the Pacific Coast Highway in 1919 and the Ventura Freeway in 1969 that development took hold in the county. Although agriculture has remained a strong economic base, light industry and technology have largely contributed the county's relative affluence – it has become the 6th wealthiest county in the State.

Today, the County of San Buenaventura is home to over 750,000 people. The communities that have seen the most development are Camarillo, Oxnard, and Ventura (Thompkins 1975). Many of the eastern communities (e.g., Thousand Oaks, Westlake Village, etc.) in the county have seen rapid development due to out migration from Los Angeles, but this expansion has been tempered by master plans which limit growth.

FIELD METHODS

On January 11, 2009, Caltrans archaeologists Alex Kirkish and Kristin Fusello conducted an intensive pedestrian survey of the entire APE (Figure 3). Parallel transects spaced 10 m (32.8 ft) apart were employed consistently across the entire APE. Ground visibility was excellent to good throughout the area surveyed. No historical or prehistorical archaeological resources were discovered during the survey.

SURVEY FINDINGS AND CONCLUSIONS

The results of the records search and field investigation were negative, no cultural resources were located. Except for small amounts of recent trash (glass, metal, wire etc), no cultural material (or evidence of site CA-VEN-631) was observed on the surface.

Based on the results of the investigation and due to the highly disturbed nature of the project area (most of the APE has been previously disturbed by railroad construction and agriculture), it is anticipated that construction within the APE will not encounter any cultural resources. However, should buried cultural materials be encountered during construction, it is Caltrans policy that work in that area must stop until a qualified archaeologist (in consultation with the Native American consultant and the State Historic Preservation Officer) can evaluate the nature and significance of the find. Should project plans change to include unsurveyed areas, additional archaeological studies will be required.

REFERENCES

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Appendix A
Archaeological Survey Report
Maps and Figures

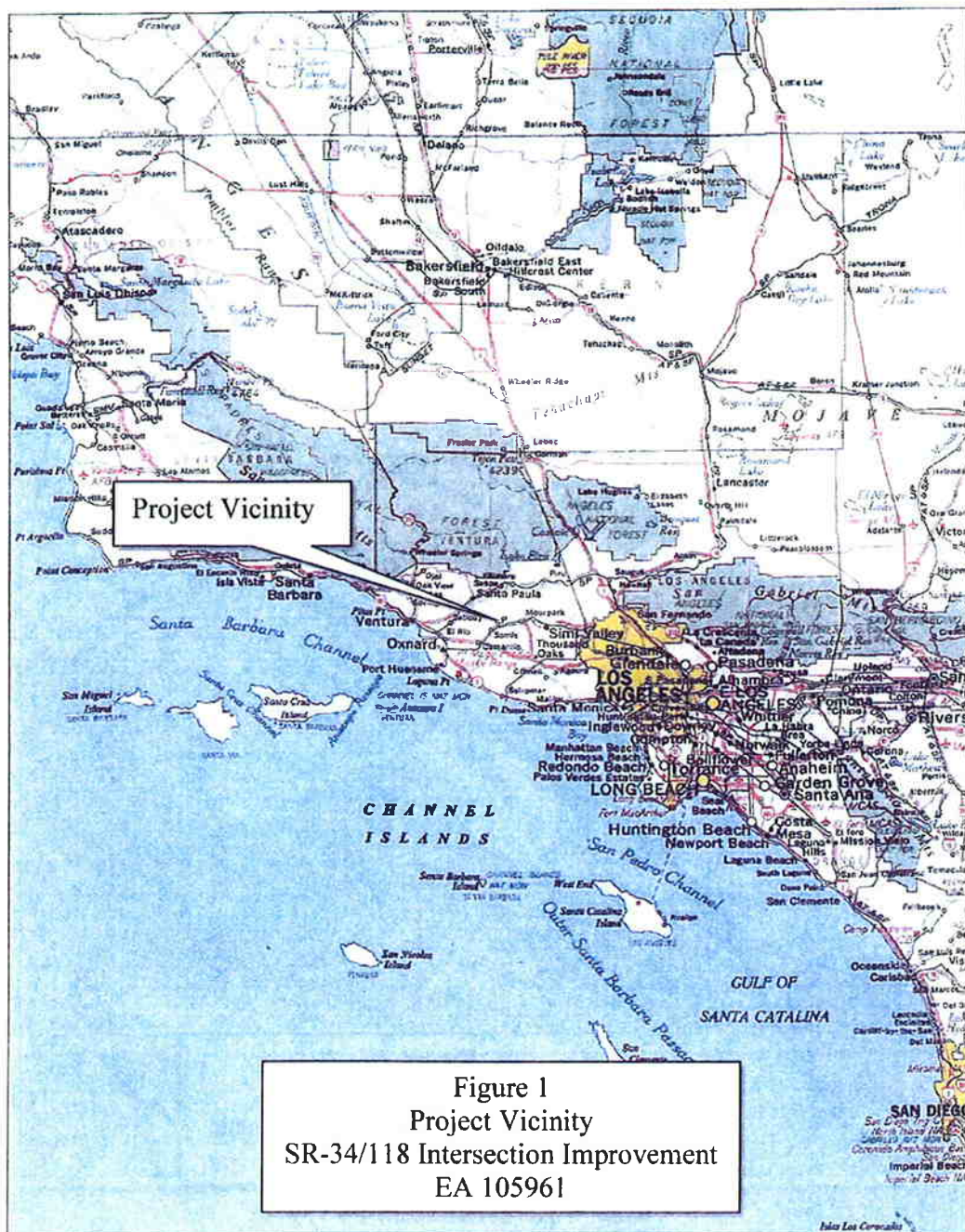
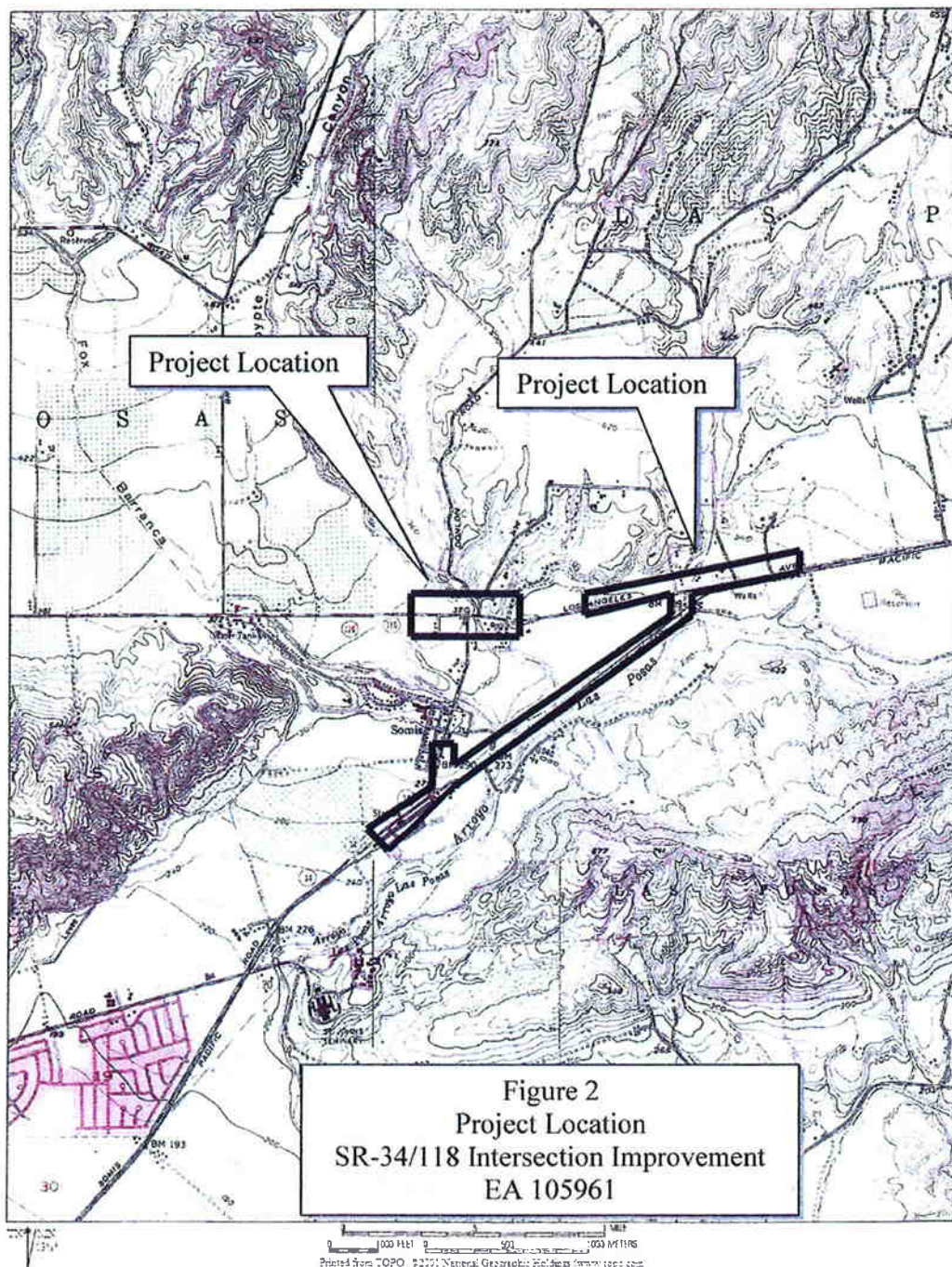
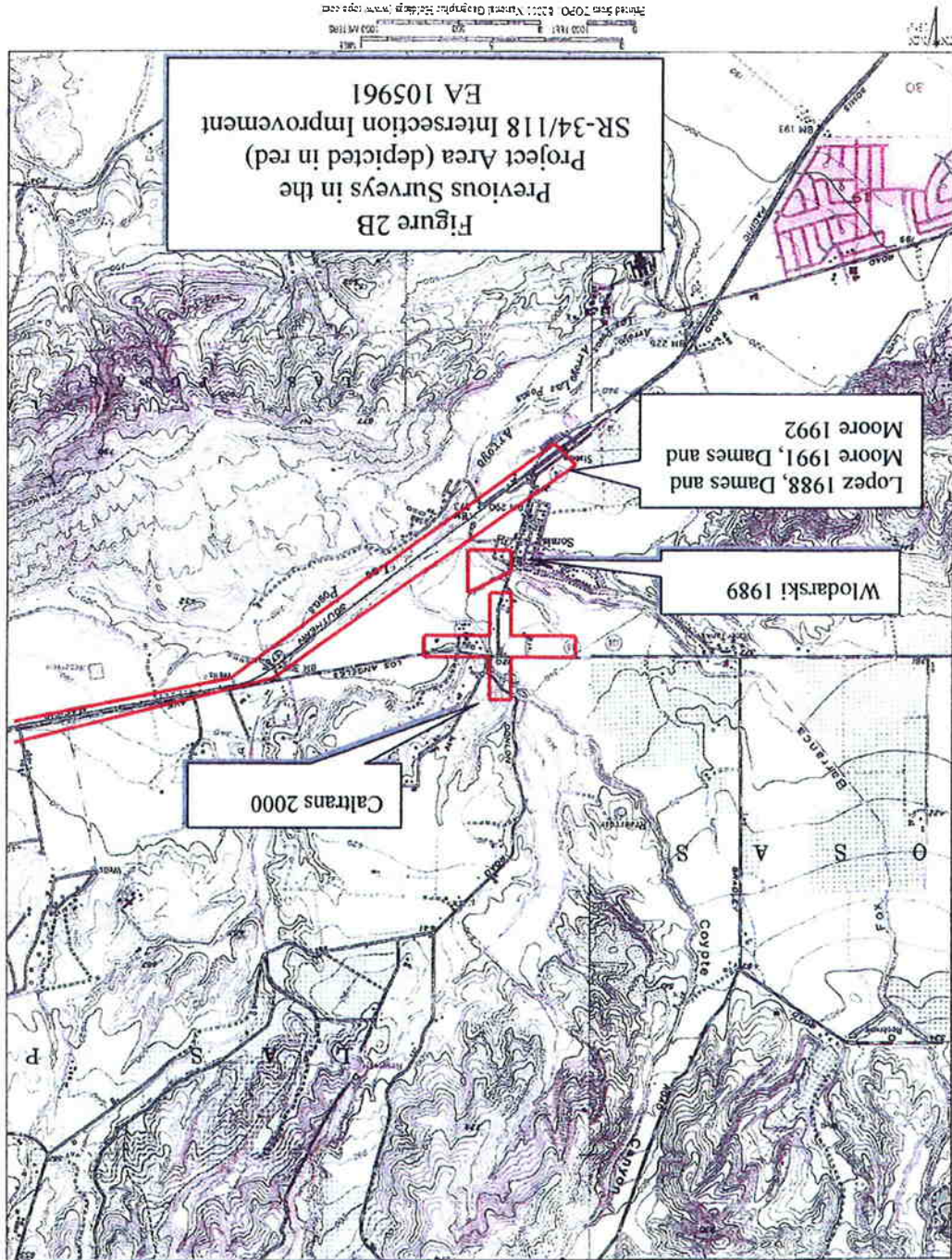
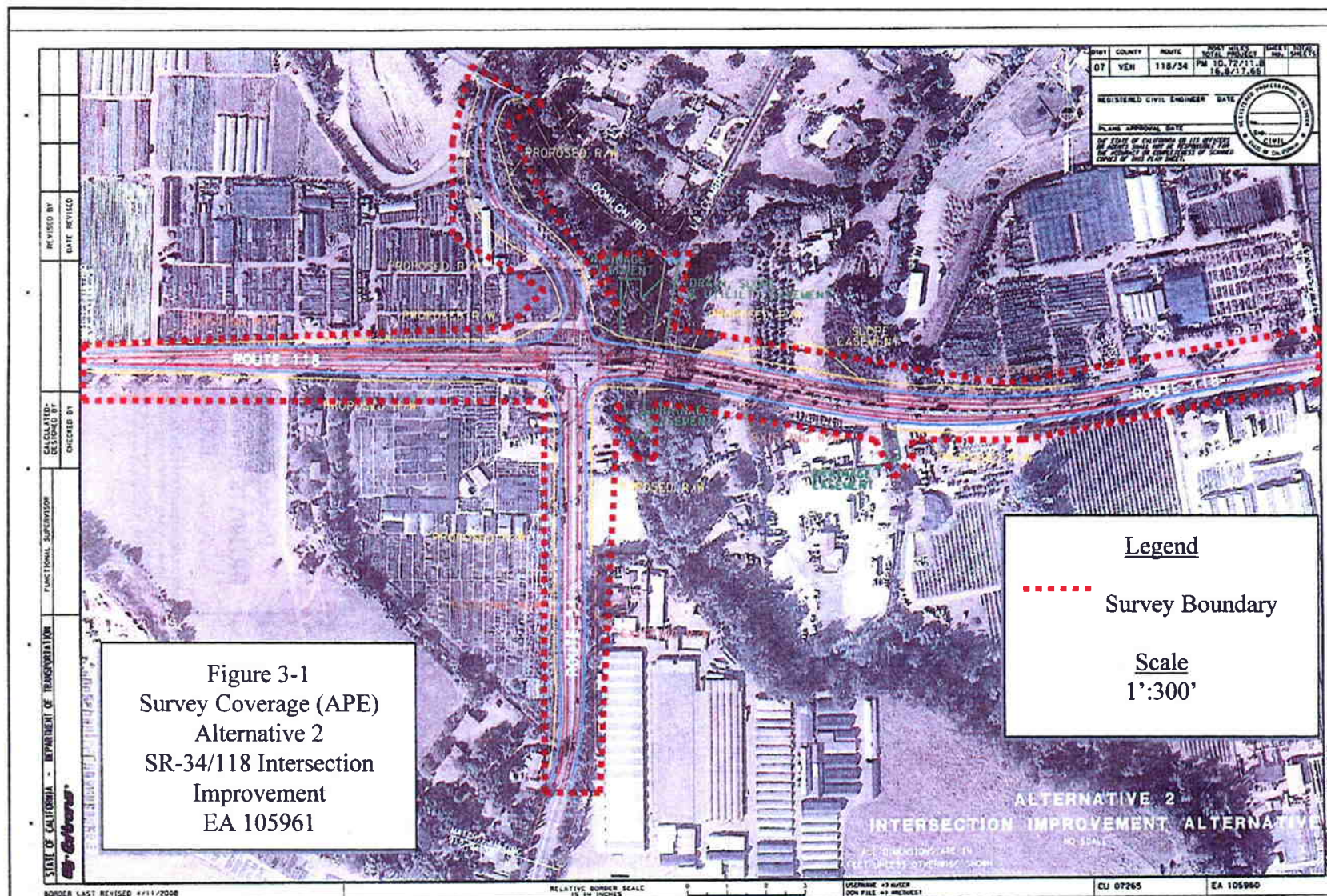
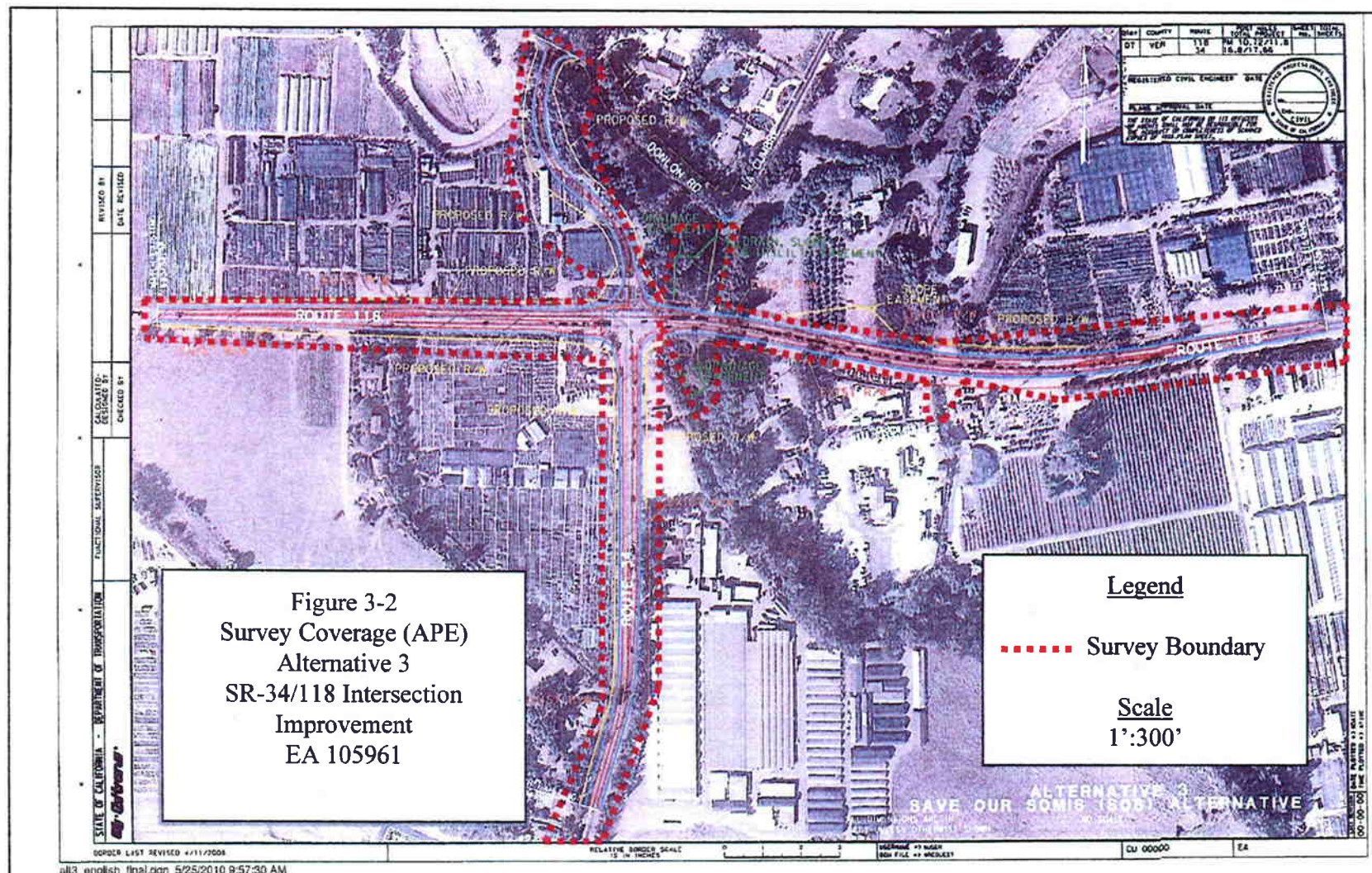


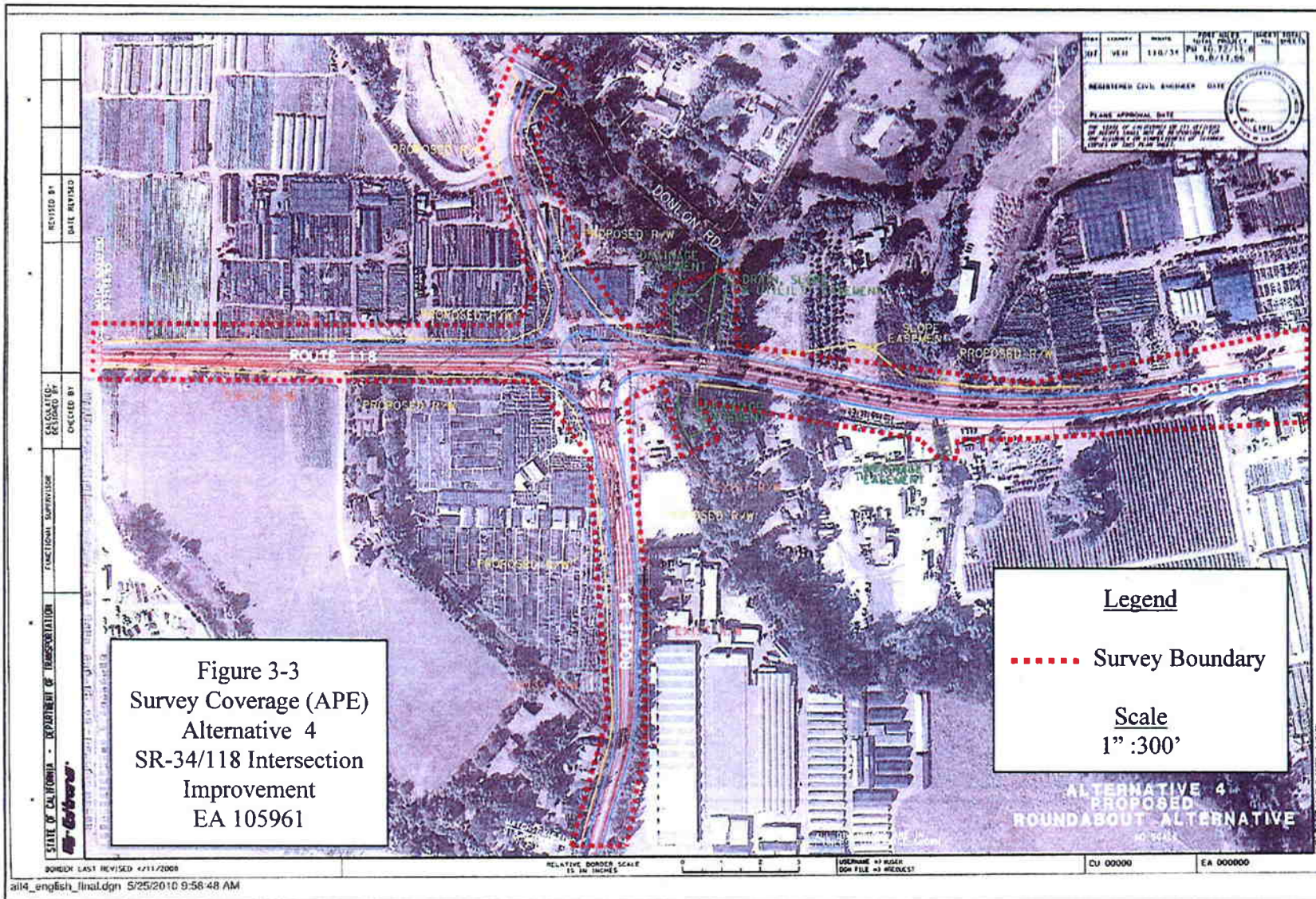
Figure 1
Project Vicinity
SR-34/118 Intersection Improvement
EA 105961

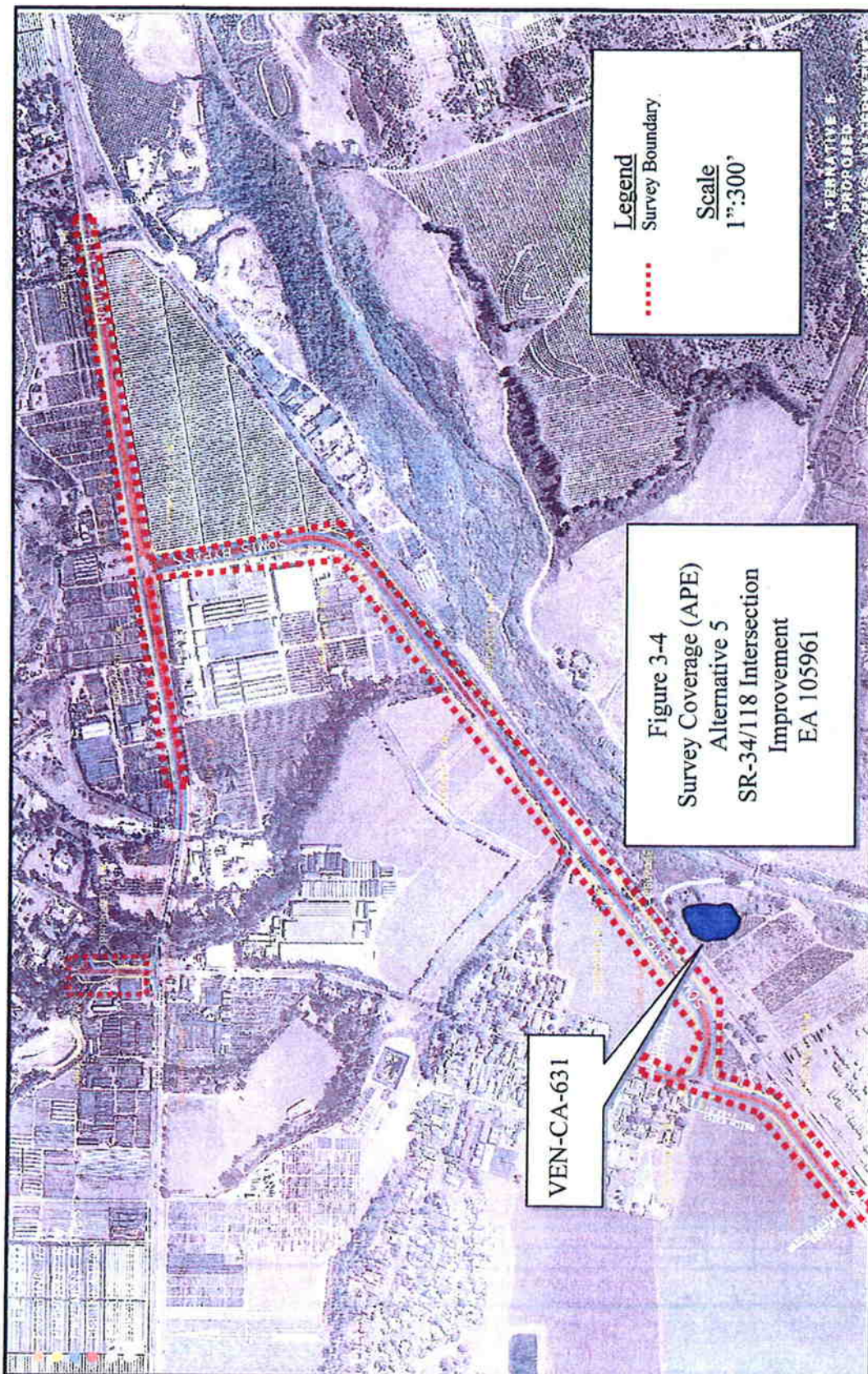












Appendix B
Archaeological Survey Report
Site Records

Appendix C
Archaeological Survey Report
Native American Consultation

STATE OF CALIFORNIA

**NATIVE AMERICAN HERITAGE
COMMISSION**

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390

Arnold Schwarzenegger, Governor



September 16, 2008

Gary Iverson
Caltrans District 7
100 S. Main Street, MS 16A
Los Angeles, CA 90012

Sent by Fax: 213-897-0685
Number of Pages: 2

RE: SR118/RTE 34 Donlon Intersection Project, Ventura County

Dear Mr. Iverson:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

Katy Sanchez
for Katy Sanchez
Program Analyst

MEMORANDUM

To: File

Date: December 5, 2008

File: 07-VEN-118+34 – PM 10.9/11.9
Realign Donlon Rd Intersection.
EA 105960

From: Gary Iverson, District 7 Native American Coordinator/Liaison

Subject: Section 106 Compliance – Native American Consultation

No Federally recognized "tribe" exists within project study area. However, an effort was undertaken to ensure compliance with Section 106 of the National Historic Preservation Act of 1966 in regards to consultation with "other parties likely to have knowledge of or concerns with historic properties in the area". Below are the steps conducted to ensure this compliance:

- On September 11, 2008 a request was made to the Native American Heritage Commission (NAHC) for a search to be conducted of the Sacred Lands Inventory, and for a list of interested Native American individuals/organizations for the project area.
- On September 16, 2008 the NAHC returned a response (see attached letter) that indicated that no sites were identified to exist in the project area on the Sacred Lands Inventory. A list of interested Native American individuals/organizations was included in the June 30, 2006 response from the NAHC.
- On September 16, 2008 a letter and accompanying map was sent to a list of interested individuals/organizations (see attached letter, map, and list of individuals/organizations). This letter requested a response within 30 days.
- On September 26, 2008 a phone call was received from Pat Tumamait. Mr. Tumamait indicated that no sites were present except those that were previously indicated at the South Central Coastal Information center at the California State University, Fullerton, nor was he aware on any Traditional Cultural Properties in the project area.
- On September 26, 2008 made a phone call to Gilbert Unzueta. Mr. Unzueta indicated that no sites were present except those previously indicated at the South Central Coastal Information Center at the California State University, Fullerton, nor was he aware on any Traditional Cultural Properties in the project area.
- On November 12, 2008 phone contact was made with Charlie Cook. Mr. Cook indicated that no sites were present except those that were previously indicated at the South Central Coastal Information center at the California State University, Fullerton, nor was he aware on any Traditional Cultural Properties in the project area.

The conclusion of this Native American interested individual/organization consultation was that no sites or areas of concern were identified within the identified project area other than those identified at the South Central Coastal Information Center at the California State University, Fullerton. If there are any questions or comments regarding the above, please do not hesitate to contact me at (213) 897-3818 or gary_iverson@dot.ca.gov.


GARY IVERSON

Caltrans, District 7, Native American Coordinator/Liaison

Native American Contacts
Ventura County
September 15, 2008

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Chumash

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Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SR118/RTE 34 Donjon Intersection Project, Ventura County.

Native American Contacts
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September 15, 2008

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805-988-9171

This list is current only as of the date of this document.

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SR118/RTE 34 Donlon Intersection Project; Ventura County.